

Martell's Brandies

are known and asked for
all over the World

Sole Agents,

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12 Queen's Rd., Central,
408

The China Mail

ESTABLISHED 1845

D. C. L.
Old Tom Gin,

The most reliable Gin
on this market.

Sole Agents,

H. Price & Co.,
12 Queen's Rd., Central,
408

No. 12,935

號二十月九年四零百九千一英

HONGKONG, MONDAY, SEPTEMBER 12, 1904.

日三初月八年辰甲

PRICE, \$8.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,

LEITH.

\$12.00 per Case.

MACWEN, FRICKEL & CO.,
3, DUDDELL STREET,
Hongkong, July 26, 1904. 2547

Intimations.

NOTICE

THE Public are hereby warned that
AUGUSTUS MASON is not connected
in any way with the CHINA MAIL
MANAGER,
Cham. M. M.

Hongkong, September 8, 1904.

BOARD AND RESIDENCE

WITH Private Family. Two BED-
ROOMS. Elegantly furnished.
Large Pleasant Dining Room.
Furnish, \$50 per Month.
Apply G. H.
Care of 'CHINA MAIL' Office.
Hongkong, September 10, 1904. 1649

HONGKONG HIGHWAY TEAM WAYS CO., LTD.

IT having been represented to the
Management that the MORNING
SERVICE OF CARS is insufficient to
provide for the increased number of
passengers going to and returning from
Market, the Company will shortly run Two Extra
Cars between 6.30 A.M. and 7.30 A.M., and
Service Tickets will be available for any
part of the day except the Saloon.
Householders at the Post are invited to
state what they consider the most con-
venient times to run the proposed extra
Cars and to make suggestions in connection
with them that they may think fit.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 8, 1904. 1653

WANTED.

A 500 EXPRESS or 'PARADOX'
RIFLE, in Good Condition and with
Ammunition.
Apply, stating Particulars and Price, to
'H. B.'
C/O POST OFFICE.
September 7, 1904. 1651

WANTED.

A YOUNG LADY or YOUNG MAN
for the CHINA CONSUL'S
OFFICE. Must speak Spanish and Eng-
lish, and have knowledge of Typewriting.
Apply to
'Dr. Z.'
Room No. 5, Hongkong Hotel.
Hongkong, September 8, 1904. 1654

WANTED.

A DOCTOR for the ST. LAURENCE
running between Hongkong and
Mexico.
Apply to
J. S. VAN BUREN,
Superintendent.
Hongkong, September 6, 1904. 1644

相映 TAI WOO. 和泰
PHOTOGRAPHER and PORTRAIT
PAINTER, FRAME MAKER.
LANDSCAPES, PICTURES & VIEWS FOR SALE.
No. 36, 2ND FLOOR, QUEEN'S ROAD
CENTRAL, HONGKONG.
Hongkong, September 3, 1904. 1628

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road,
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Business Notices.

ASBESTOS

ENGINE PACKINGS—A large variety of Asbestos and other Pack-
ings suitable for all purposes.

Asbestos Metallic, Cloth and Wire Insertion Sheetings.
Non-Conducting Composition for Covering Boilers, etc., of Best
Italian Asbestos.

'Marine' Packings, 'Paragon' Packings, 'Imperial' Metallic
Block Packings, 'Tuck's' Genuine Packings, 'Japon' Patent
Packings, 'Garlocks' Packings, for highest pressures.

Lubricated Hemp Packings for Feed Pumps. Special Packings for
Pump Rings and Hydraulic Machinery.

PRICE LIST ON APPLICATION.

W. S. BAILEY & CO.,
Engineers,
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,368 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.P.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,074 tons, Captain B. Branch.
s.s. KINSHAW, 2,860 tons, Captain J. J. Lossing.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m.
and 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,908 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI- GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Bawdett.
One of the above Steamers leaves Canton for Wuchow on Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trip takes about five days. These vessels have Superior
Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opp. site the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

DR NEWELL WILSON.

DR WILLIAM DANIEL.

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31, QUEEN'S ROAD CENTRAL
(First Floor, WATSON BUILDING).
Hongkong, February 18, 1904. 2206

DR HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Honour M.D., July 28, 1904. 1380

The Bovril Bottle

is familiar in the homes
of Britishers the world
over—in Great Britain
itself Bovril is looked
upon as the great national
"stand-by" in case of
failing strength. Bovril is
the very embodiment of
nourishment. It imparts
strength in a most effective
manner, and is, at the
same time, extremely
palatable.



To be obtained at all Brokers, Chemists,
Grocers, &c., throughout Hongkong, China
and Japan.

榮 CHEE WING & CO., 發

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHOPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1257

'SINGER'

is the Synonym for what is Best in

SEWING MACHINES.

SIMPLE—SPEEDY

SILENT—STRONG.

SHOWROOMS:

1, WYNDHAM STREET,
HONGKONG.

Hongkong, August 20, 1904. 1202

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOUREPORE CO., LD.,

CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LUXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address 'LOXLEY', Hongkong.
Hongkong, July 28, 1903. 1519

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Spur of MORRISON HILL,
1st, WANCHAI ROAD.—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.

For Terms, apply on the Premises, to
Mrs. G. S. WEBB.

Hongkong, July 20, 1904. 1331

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

A LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

FURNISHING DEPARTMENT.

IVORINE and CREAM LACE CURTAINS,
4, 4½ & 5 Yards Long, from \$5.00 Per Pair.

NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
from \$4.75 each.

NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.

LANE, CRAWFORD & Co.

MARINE MOTORS AND MOTOR

LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

G. C. MOXON,
5, VICTORIA BUILDINGS, QUEEN'S ROAD.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 5 P.M. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmonious, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, August 1, 1904. 1413

CARLTON HOUSE.

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.

COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to

B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904. 1226

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.

Hongkong, September 6, 1904. 1636

LONDON HOUSE.

No. 11, BEACONSFIELD AVE. DE.

MADAM HOY begs to announce to the Public that she has opened 'LONDON
HOUSE', with a fresh and carefully selected stock of Ladies' Trimmed Autumn
Hats in all the Latest Modes from London and Paris.

FLOWERS A SPECIALITY.

Lovely wreaths for head wear, Beautiful New Ribbons, Feathers, Chiffons, Laces,
Large Assortment of Pretty Sailor Hats, Children's Hats; also Hat and Toilette Pins,
Coffee Coats, Neck Ruffles, Blouses, Shirts, White, Coloured and Washing Skirts,
Material and Silk Skirts, Dress Lengths in French DeLaine Mouseline and Cloth,
Cushions, Catharine Bags, Purses and Fancy Goods. Wavers and Curling Irons, etc.
A few pairs of sample Shoes, Ladies' Sunshade and Umbrellas, Napery, Real Chiffon
Bath Towels, Window Curtains, Bed-quilts, Blankets.

HIGH-CLASS CUTLERY.

Latest designs in double-forged Steel Carvers, Dinner, Dessert, Fish and Fruit Eaters.
Large sized double Fish Kettle, Large Frying Pan, Brass Door Bells.

You are sure to get bargains all the time at the London House. As our terms are
strictly cash, you are not paying for other people's bad debts.

YOUR KIND PATRONAGE IS RESPECTFULLY SOLICITED.

Hongkong, August 19, 1904. 1499

WANG HING & CO.,

DEALER IN
JEWELLERY and LACQUERED
WARE.

No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, August 18, 1904. 1583

BOARD AND RESIDENCE.

9 BARROW TERRACE, Howloon.

ELEGANTLY FURNISHED ROOMS.

Apply on the premises, to
Mrs. GRUNBERG.

Hongkong, July 15, 1904. 1337

NAM SING,

U. S. ARMY TAILOR,

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 8, 1904. 1630

A LING & CO.

FURNITURE STORE.

AND
FOOCHOW LACQUERED WARE.

38, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, September 3, 1904. 1577

Business Notices.

GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory

In bags of 250 lbs net, \$3.20 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FINEST

BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00.

" " Bottle, 1.00.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1901. 1566

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,

AND

GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1966

THE

HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

2196

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished, Hydraulic Elevator

Hot and Cold Water throughout, Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply THE MANAGER. 3

THE

VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Claymore,

Finest Old Scotch, Daniel Crawford's,

Bourbon, 'V. R. O.' Liqueur (square bottle),

Watson's 'E' Liqueur.

PRICES ON APPLICATION.

W. BREWER & CO

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LD.

The seventh ordinary meeting of the shareholders in the Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, was held on Saturday at Messrs Jardine, Matheson and Company's Office.

The Chairman (Hon. W. J. Gresson) in the course of his speech, said that owing to the high prices of cotton for many months past, and to there being no corresponding increase in the price of yarn, the mill had only worked 4, instead of 6½ days per week from the beginning of the year. The Company had also suffered, owing to the effect of the war on China and Newchwang, their principal outlets for yarn. The forthcoming cotton crop promised to be large, and indications pointed to a satisfactory state of trade in the country vacated by them no army. Plague had caused them no anxiety during the year. He hoped to see a bumper yield of cotton, which alone would bring the price of cotton down. He proposed the adoption of the report and accounts.

Mr R. C. Wilcox seconded the motion was carried.
Sir C. P. Chater, C.M.G., and Mr A. G. Wood were re-elected to the Consulting Committee on the motion of Mr F. Smyth, seconded by Mr Yuen Hop.
The re-election of Mr F. Maitland, as auditor, concluded the business of the meeting.

LORD ANGLESEY'S DOGS.

'Gentlemen,' said the man on the rostrum appealingly, 'I am selling you dogs at shillings for which hundreds of pounds were paid.'

The speaker was Mr Dow, the Bangor auctioneer, who, in a long series of sales extending over three months, will distribute the follies and extravagances of the young Marquis of Anglesey far and wide. This, the first of a series, was concerned only with the pet and sporting dogs, their clothing, and furniture, and took place in a natural glade near the kennels.

Mr Dow was right. The Marquis's pet dogs, with few exceptions, went almost for nothing. The company was very small, because all the park gates were closed to those who had not paid one shilling for a catalogue. Thus the curious were shut out.

Such fanciers as were there may have been deterred from buying because many of the pedigrees could not be found.

The Marquis always bought good dogs, because he loved animals and wanted children bred on, but he was careless of their pedigrees once he had the dogs themselves. Thus, some of the fox-terriers fetched as little as from five to ten shillings, though they were good enough to show. Welsh and Skye terriers and collies were equally good and cheap.

Princessa pedigree Borzoi, went for £2, and his mate Daisy for 10s. Five of their family, all of one litter, and about eighteen months old, were offered, and the highest price was £2 10s., given for Marquis, described by the auctioneer as 'one of the Marquis's pets.'

A roil Chow was sold back for £4 10s. to Mrs B. F. Moore, who bred him four years ago. Among the bargains were a beautiful white Spitz, Pomeranian, sold for 10s., and Fighting Bob, a tiny black and tan Pomeranian, and a frequent prize-winner, whose price was only £5 1s.

Borelei Fritz, a blue toy Pomeranian that could be lost in a quart of water, seemed absurdly cheap at £5, in view of the fact that this breed of dog is society. Not all the Marquis's favourite Pomeranians, however, were allowed to be snapped up so easily.

Next the kennel man produced from his apron three tiny balls of black fluff and blue inquiring eyes, which might have been day-old kittens but for their excited ears.

'The darlings, the sweet pets,' murmured the ladies in a chorus of genuine admiration.

They were the six-week-old sons and daughter of Ireland Bee Bee and Mora Queenie, and Mr Dow would have offered them with the mother had not man who wanted them stoutly averred that they were old enough to leave home. By paying £2, £3, and £2 10s. respectively for them, they were secured by Mr Watson, so there is every prospect of a happy reunion in more senses than one.

The next seven sales will include the horses, motorcars, steam launch and boats, the Parisian furniture in the bungalow and at Plas Monach, and 500 lots of personal clothing, unless some family arrangement is made.

This latter will include the medals and uniforms of the famous Marquis of Anglesey, the Pomeranian hero, to whose memory a tall column crests its head in the grounds of the park.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Hongkong, March 10, 1904.

SANTAL MIDY Cures all discharges from the genital-urinary organs in either sex in 48 hours. Santal-Midy is a specific for Gonorrhoea, Syphilis, Catarrh, Cystitis, etc. Each tin contains 10 capsules. Sole Importers: J. B. VERNON, PARIS.

Intimations.

THE TRADE MARK ORDINANCE 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the FARBENFABRIKEN VORMALS FRIEDR. BAYER & CO., Elberfeld (Germany), has on the 11th November, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The distinctive device of a DRAGON and an EAGLE, the Eagle being seated on a branch of the Dragon, the Dragon with its left forefoot upraised towards the Eagle, on the extreme right of the Picture is a small Tree and at the Top the Sun is depicted shining; underneath the whole, in large letters, are the words 'FINE SOLUBLE BLUE.' In the name of the said FARBENFABRIKEN VORMALS FRIEDR. BAYER & CO., Elberfeld (Germany), who claim to be the sole Proprietors thereof.

The said TRADE MARK has been used by the Applicants in respect of Dyes in Class I. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of July, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Applicants.

WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs C. J. Gault & Co.).

High-class Tailors & Outfitters. Shirt and Breeches Makers.

PRICES VERY MODERATE. NOW SHOWING—New Lot of STAIN HATS, FUR HATS, PANAMA, UNIKELLAS, WALKING STICKS, BOOTS and SHOES, &c., &c., &c.

INSPECTION INVITED. Telephone No. 467. Hongkong, August 4, 1904.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong June 10, 1902.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan Road—Electric Trams pass the Doors every few minutes.

THE ONLY HOUSE ON THE ROAD.

The popular resort of the Colony, occupying a Charming Scenic Situation and commanding the most extensive view of the Harbour and Kowloon Peninsulas.

There is Accommodation for a few Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FINEST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, August 13, 1904.

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18 MACDONNELL ROAD.

Under European Management.

Apply at the House, or

At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1903.

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORN, Proprietor and Manager.

Hongkong, January 20, 1904.

SETLAND HOUSE.

SUPERIOR ACCOMMODATION (Opposite Commercial House).

No. 10 QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904.

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Amateurs.

ENTRANCE AT A SPECIAL FAVORITE.

BRANCH HONGKONG HOTEL CORRIDOR.

1587

BACON AND HAM.

JUST LANDED.

A FRESH CONSIGNMENT of Well-known HASTINGS & NEPHEW'S FINE STRAIGHT BACON and Best YORK CURED HAM.

GUARANTEED TO BE GOOD.

H. RUTTOR, No. 5, D'Almeida Street, and 38 to 39, Elm Road, Kowloon.

Hongkong, September 2, 1904.

M. MUMEYA, JAPANESE ARTIST AND PHOTOGRAPHER. ENLARGEMENTS ON BROMIDE PAPER AND FINISHED IN CRAYON. ALL KINDS OF WORK DONE FOR AMATEURS. 2123, QUEEN'S ROAD CENTRAL.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



The Physician's Core for Gout, Rheumatic Gout and Gravel. Safest and most Gentle Medicine for Infants, Children, Delicate Females and the Sick of the Frailty.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. This departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL	DUE.
Sept. 14	G. M. S. Gneisenau	Hamburg	Oct. 15	28
" 20	M. M. Ernest Simon	Marseilles	" 19	18
" 24	P. & O. Nubia	London	" 27	30
" 28	G. M. S. Bayern	Bremen	Nov. 2	1
Oct. 1	M. M. Aetna	London	" 6	13
" 8	F. & O. S. Sachau	Hamburg	" 16	22
" 12	M. M.	Marseilles	" 20	15
" 18	P. & O. Malta	London	" 25	22
" 22	G. M. S. Zentop	Bremen	" 30	29
Nov. 1	M. M.	London	Dec. 4	11
" 5	P. & O. Comandor	Hamburg	" 10	20
" 9	G. M. S. Prince Alice	Marseilles	" 14	25
" 19	P. & O. Simla	London	" 23	25

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 14	P. & A. Aragonia	Portland, O.	Oct. 14
" 15	P. M. S. China	San Francisco	" 25
" 27	P. M. S. Doris	Tacoma	" 26
Oct. 1	K. P. L. Tremont	San Francisco	Nov. 5
" 8	P. M. S. Siberia	Portland, O.	" 18
" 14	P. & A. Numantia	San Francisco	" 29
" 20	P. M. S. Coptic	do.	" 29
Nov. 1	do. Korea	do.	Dec. 9
" 10	do. Gaelic	do.	" 20
" 22	do. Mongolia	do.	" 31
Dec. 3	do. China	do.	1905
" 15	do. Doris	do.	Jan. 13
" 27	do. Siberia	do.	" 24
1905	do. Coptic	do.	Feb. 4
Jan. 7	do. Korea	do.	" 17
" 19	do. Gaelic	do.	" 28
" 31	do. Mongolia	do.	Mar. 11
Feb. 11	do. China	do.	" 21

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 21	O. P. R. Empress of Japan	Vancouver.	Oct. 12
Oct. 19	do. Athenian	do.	" 29
" 12	do. Empress of China	do.	Nov. 9
Nov. 2	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 9
Dec. 14	do. Empress of Japan	do.	1905
" 1905	do. Athenian	do.	Jan. 4
Jan. 11	do. Empress of China	do.	" 21
" 25	do. Tartar	do.	Feb. 2
Feb. 8	do. Empress of India	do.	" 13

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 18	O. N. Changsha	Sydney.	Oct. 2
" 17	E. & A. Eastern	do.	" 23
" 30	O. N. Chingtu	do.	Dec. 5
Nov. 15	E. & A. Australian	do.	" 29
" 16	O. N. Tainan	do.	" 7
" 18	E. & A. Empire	do.	" 29
" 25	O. N. Tainan	do.	1905
Dec. 9	O. N. Changsha	do.	Jan. 1
" 14	E. & A. Eastern	do.	" 15
" 26	O. N. Chingtu	do.	" 27
1905	E. & A. Australian	do.	Feb. 1
Jan. 11	O. N. Tainan	do.	" 15
" 20	E. & A. Empire	do.	" 29
Feb. 8	O. N. Tainan	do.	Mar. 1
Mar. 15	E. & A. Eastern	do.	" 29
April 5	O. N. Tainan	do.	Apr. 19
May 3	E. & A. Empire	do.	May 24

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alcester	despatch-vessel	1790	12	3900	Comdr. Richard M. Harbord	Waihaiwei
Albion	battle-ship, 1st class	12,950	19	13,500	Captain Sydney R. Fremantle	Waihaiwei
Algerine	despatch-vessel	1050	6	1400	Comdr. R. Nugent	Beihaiwei
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Waihaiwei
Andromeda	cruiser, 1st class	11,000	16	18,000	Capt. R. N. Ommenney	Waihaiwei
Brantford	gunboat, 1st class	710	6	1800	Lieut. Com. O. M. Malins	Waihaiwei
Centurion	gunboat, 1st class	710	6	1800	Lieut. Com. T. D. Pratt	Waihaiwei
Cressy	battle-ship, 1st class	10,140	14	13,000	Captain Fagan	Waihaiwei
Cherub	cruiser, 1st class	12,900	14	21,000	Captain Henry M. Tudor	Hongkong
Epiphany	water tank and tug	350	—	300	Comdr. Ernest Barton	Hongkong
Fame	torpedo boat destroyer	1070	10	1400	Comdr. P. V. Lewis, D.S.O.	Waihaiwei
Fearens	cruiser, 3rd class	360	6	5700	Captain Hon. Walter G. Stopford	Waihaiwei
*Glory	battle-ship, 1st class	15,950	16	15,500	Reserve	Hongkong
Hardy	torpedo boat destroyer	275	6	4000	Comdr. P. M. Radores	Waihaiwei
Hart	torpedo boat destroyer	1840	—	800	Captain W. B. Fackner	Waihaiwei
Humber	cruiser, 3rd class	360	6	5700	Lieut. Comdr. A. Gregory	Taku
Imphalia	torpedo boat destroyer	280	6	3900	Lieut. Comdr. O. P. Metcalfe	Waihaiwei
Janus	river gunboat	—	4	—	Captain Francis G. Kirby	Waihaiwei
Kinsha	cruiser, 1st class	14,100	18	31,592	Captain T. G. Groat	Hongkong
Leviathan	river gunboat	180	2	800	Comdr. John Nicholas	Chongchup
Moorehen	cruiser, 1st class	12,950	16	13,500	Comdr. C. E. Moore	Lebanon
Ocean	battle-ship, 1st class	15,950	16	15,500	Com. D. St. A. Waite	West River
Orion	torpedo boat destroyer	1015	6	1400	Lieut. Com. R. E. Vaughan	Waihaiwei
Phoenix	despatch-vessel	835	6	650	Lieut. Com. H. Attay	Hongkong
Ranby	surveying-vessel	980	10	1400	Capt. O. H. H. Moore	Hongkong
Rinaldo	despatch-vessel	85	2	240	Lieut. Com. R. E. Vaughan	Waihaiwei
Robin	river gunboat	880	6	1400	Comdr. R. E. Vaughan	Waihaiwei
Rosario	river gunboat	85	2	240	Lieut. Com. H. Attay	Hongkong
Sandpiper	cruiser, 2nd class	360	6	5700	Capt. O. H. H. Moore	Hongkong
Sirius	river gunboat	85	2	240	Lieut. Com. R. E. Vaughan	Waihaiwei
Sphinx	torpedo boat destroyer	250	6	6500	Fleet Reserve	Hongkong
Taku	torpedo boat destroyer	4650	—	—	Comdr. Ernest O. Hardy	Waihaiwei
Tamam	surveying ship	180	2	800	Lieut. Com. O. W. Wrightson	Upper Yangtze
Teal	river gunboat	3400	8	9000	Lieut. Com. O. W. Wrightson	Upper Yangtze
Thetis	cruiser, 2nd class	363	8	5000	Lieut. Com. O. W. Wrightson	Upper Yangtze
Tweed	coast defence gunboat	12,950	16	13,500	Lieut. Com. O. W. Wrightson	Upper Yangtze
Vengeance	battle-ship, 1st class	15,950	16	15,500	Lieut. Com. O. W. Wrightson	Upper Yangtze
Vestal	despatch-vessel	355	6	6500	Lieut. Com. O. W. Wrightson	Upper Yangtze
Virago	torpedo boat destroyer	620	—	450	Lieut. Com. O. W. Wrightson	Upper Yangtze
Waterwitch	surveying ship	360	8	5000	Lieut. Com. O. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut. Com. O. W. Wrightson	Upper Yangtze
Wolver	river gunboat	150	2	500	Lieut. Com. O. W. Wrightson	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

	Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
	Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
	Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti	Japan
	Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferriere	Saigon
	Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
	Argus	French gunboat	123	3	450	Lieut. Crespin	Canton
	Asio	French gunboat	478	3	500	Lieut. Journef	Saigon
	Avalanche	French gunboat	140	3	150	—	Haiphong
	Bengali	French gunboat	530	6	400	—	Tourane
	Bugeaud	French cruiser	3740	22	9000	Capt. Lefevre	Saigon
	Ca-s-sate	French cruiser	140	5	150	—	Saigon
	*Chateaufort	French cruiser	8018	18	17,000	Captain V. Poidlone	Hongay
	Comte	French gunboat	525	4	438	Commander Louet	Haiphong
	Decade	French gunboat	680	10	900	Commander L'Est	Shanghai
	D'Assas	French cruiser	4000	31	9500	—	Saigon
	Estoc	French cruiser	350	7	303	Lieut. Johenne	Haiphong
	Foudre	French destroyer	876	36	20,200	—	Shanghai
	Gaeydon	French gunboat	—	—	—	—	Haiphong
	Henri Riviere	French destroyer	307	7	350	Lieut.-Comdr. Beaussant	Shanghai
	Javeline	French gunboat	1280	6	2200	Commander Le Gollies	Shanghai
	Kessan	French gunboat	9700	12	19,600	Captain Ocs	Shanghai
	*Montebello	French cruiser	—	—	—	Capt. Horvath	Shanghai
	Olry	French cruiser	4015	27	8500	Comdr. Senes	Shanghai
	Pascal	French cruiser	1437	3	6701	—	Saigon
	Redoutable	French cruiser	1796	10	1700	Capt. Vincent	Saigon
	Slyz	French cruiser	9888	—	20,000	Captain Guibertau	Shanghai
	Sully	French gunboat	623	2	800	Lieut. Boigoe	Shanghai
	Suprerie	French gunboat	—	—	—	—	Yangtze
	Tahiti	French cruiser	6160	23	4560	Captain Blondel	Saigon
	Vauban	French gunboat	123	7	500	Lieut. Carol	Hongkong
	Vigilante	French gunboat	—	—	—	—	—
	Buseard	German cruiser	1857	15	2300	Comdr. Huss	—
	Fatherland	German cruiser	—	—	—	Capt. Von Baelew	Shanghai
	First Bismarck	German flag ship	11,000	36	14,000	Captain Provo	Shanghai
	Geier	German cruiser	1776	15	2990	Comdr. von Strudnitz	Shanghai
	Hansa	German cruiser	8230	34	10,000	Capt. Schroeder	Tsingtau
	Ilse	German cruiser	6500	37	10,000	Capt. Baron Schimmelman	Kiautschow
	Itzehoe	German gunboat	1090	10	1300	Comdr. Baron von M. Hilleseum	Hongkong
	Itzehoe	German gunboat	850	10	1300	Comdr. Willbrandt	Shanghai
	Jaguar	German gunboat	850	10	1344	Comdr. Kroencke	Shanghai
	Leuch	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
	Möwe	German cruiser	1640	15	2800	Comdr. Perius	Tsingtau
	Soodler	German cruiser	2693	24	8000	Captain Voigt	Shanghai
	Thetis	German gunboat	900	10	1300	Comdr. Desinling	Amoy
	Tiger	German gunboat	170	5	1300	Comdr. Gieseler	Canton
	Tingtau	German gunboat	—	3	500	Lieut. Scharf	Shanghai
	Vorwärts	German gunboat	—	—	—	—	—
	Elba	Italian cruiser	2300	10	7471	Captain Borel-Ricci	Singapore
	Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
	Puglia	Italian cruiser	2498	29	7000	Capt. Pescotto	Chungking
	Adamastor	Portuguese cruiser	1990	14	4900	Captain d'Antas Ribeiro	Shanghai
	Dia	Portuguese gunboat	720	—	—	Capt. Coutinho	Manila
	Vasco da Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco da Carvalho	Shanghai
	Alouet	Russian gunboat	810	6	739	Comdr. Guint-r	Vladivostok
	Amur	Russian cruiser	2900	5	4700	Comdr. Gramatchikoff	Port Arthur
	Askold	Russian cruiser	6000	27	24,000	Capt. Reitzenscheit	Shanghai
	Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
	Bobr	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	—
	Bogatyr	Russian cruiser	6640	12	19,500	—	—
	Diana	Russian cruiser	6731	6	8300	—	Saigon
	Digheht	Russian gunboat	1455	3	1700	Capt. Nazarovitch	Port Arthur
	Gaidamak	Russian gunboat	500	9	8500	Comdr. Yorieff	Port Arthur
	Jreniatchy	Russian gunboat	1490	6	2000	Comdr. Zagarsky	—
	Gromobol	Russian cruiser	12,384	44	14,500	Captain Jensen	Vladivostok
	Gullak	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
	Menajour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
	Norik	Russian cruiser	3000	6	17,000	—	Shanghai
	Otravny	Russian gunboat	1490	6	8000	Comdr. Vasileff	Port Arthur
	Peresviet	Russian battleship	12,974	15	14,500	Captain Koroff	—
	Potopavlovsk	Russian battleship	10,860	18	10,600	Captain Jakovlev	Sunk
	Pobeda	Russian battleship	12,874	16	14,500	Capt. Zatsarsky	Damaged
	Poltva	Russian battleship	10,980	18	10,800	Captain Osoroff	Port Arthur
	Rasbrynnik	Russian cruiser	1394	10	1788	Comdr. Liven	—
	Roskin	Russian battleship	12,902	16	16,000	—	Vladivostok
	Rurik	Russian protected cruiser	12,200	28	17,000	Captain Sepelesnupoff	—
	Serastopoi	Russian protected cruiser	10,923	28	15,250	Capt. Matsuyev	—
	Silatch	Russian battleship	10,980	18	10,600	Captain Serzhennikoff	Port Arthur
	Vedick	Russian gunboat	950	2	1135	Lieut.-Comdr. Ivanoff	Port Arthur
	Zabyaka	Russian cruiser	3000	9	3300	Comdr. Zagoriansky-Klase	Port Arthur
			1230	15	1194	Comdr. Abramoff	Port Arthur
	Albany	U. S. cruiser	3768	23	7500	Capt. Dyer	Cavite
	Annapolis	U. S. cruiser	1000	12	1287	Capt. Rehrer	Shanghai
	Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
	Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
	Callio	U. S. gunboat	2-8	10	600	Lieut. Diamaker	Canton
	Chaunoy	U. S. gunboat	420	7	8000	Lieut. E. P. Jessop	Shanghai
	Cincinnati	U. S. cruiser	3315	19	7800	Comdr. Hugo Osterhous	Shanghai
	Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. B. Arnold	Shanghai
	Eleon	U. S. gunboat	420	7	8000	Lieut. A. W. Knox	Shanghai
	Helena	U. S. gunboat	1295	8	1988	Comdr. F. J. Hood	Shanghai
	Monadnock	U. S. monitor	3280	6	3000	Capt. P. E. Sawyer	Hongkong
	Monterey	U. S. monitor	4094	4	5244	Captain Makas	Shanghai
	New Orleans	U. S. cruiser	3437	90	7600	Comdr. J. B. Milnes	Cavite
	Plymouth	U. S. cruiser	10,288	45	11,111	Commander G. B. Barber	Shanghai
	Princeton	U. S. gunboat	2-1	3	350	Captain Burwell	Shanghai
	Quincy	U. S. gunboat	301	8	350	Lieut. J. B. Bass	Cavite
	Rainbow	U. S. cruiser	4094	14	7500	Capt. Bennett	Manila
	Raleigh	U. S. cruiser	3315	18	2913	Capt. J. B. Collins	Shanghai
	San Francisco	U. S. cruiser	4098	27	2913	Comdr. Marshall	Cavite
	Siakelob	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
	Villalobos	U. B. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
	Wilmington	U. S. gunboat	1897	8	1894	Commander A. W. Dodd	Manila
		U. S. flag ship	12,000	80	13,000	Captain Clover	Shanghai

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General Memoranda.

WEDNESDAY, September 14—
10 a.m.—Auction of Sundry Naval Vessels, Obsolete and Condemned Stores, &c., at H.M. Naval Yard.

THURSDAY, September 15—
Goods per *Glenloch* not cleared on this date subject to rent.
Goods per *Bengal* not cleared at 4 p.m. on this date subject to rent.

FRIDAY, September 16—
Goods per *Chuan* not cleared at 4 p.m. on this date subject to rent.

SATURDAY, September 17—
9.30 p.m.—Auction of Japanese Curios &c., at Mr Geo. Lamont's Sales Rooms.
4 p.m.—Aquatic Sports of V.R.O. in Club Enclosure, Austin Road, Kowloon.

MONDAY, September 19—
9 a.m.—Auction of Crown Lands at the Public Works Department's Offices.

TUESDAY, September 20—
5.30 p.m.—Meeting of Hongkong Cricket Club in City Hall.

THURSDAY, September 22—
12.15—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Company's Offices.

SATURDAY, September 24—
12.15—Meeting of The National Bank of China, Ltd., at the Bank Premises.

WEDNESDAY, September 28—
Transfer Books of A. S. Watson Co., Ltd. closed from this date to 8th October, inclusive.

SATURDAY, October 1—
Fourth Meeting of Hongkong Gymkhana Club at Race Course.

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The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 12, 1904.

EDITORIAL COMMENT.

By the look of things WASTE DURING it will be some time THE BOER WAR, yet before matters are so straightened out that the British public will be able to know with certainty what they actually paid for the recent campaign in South Africa. Up to the present it would appear that they have been in blissful ignorance of the true state of affairs. A little light was shed upon the subject by the Committee of Public Accounts in their recent report, and the exposure they make of the freedom that existed whilst the war was on of doing out a million here and a million there irrespective of who was responsible for it, whence it came, or where it went, will to an extent justify the howls of the Jeremiahs who perennially rail against the Government and its, to them, peculiar ways, and also those who have long advocated rigid army reform. So glaring, indeed, were the lavish disbursements of 'incidentals'—for that is probably how they would be scheduled—that even the Committee feel it its duty to protest. The item which particularly got the back of the Committee up was one of a trifling £1,250,000 spent during the first six months of 1902 on the railways in the Transvaal and Orange River Colony. These were taken over and worked by the Military authorities during the war, and no Parliamentary sanction was obtained for the spending of the money, and the Treasury had no knowledge of its having been spent till some time afterwards. A portion of the outlay has been made a final charge to Army Votes of previous years, and the balance of £900,000 was carried to a suspense account, in the hope that repayment would be made by the Colonies. But in March last, as no such repayment had taken place, provision was made for the money in the Army Supplementary Estimates, and the matter then, for the first time, came within the knowledge of the House of Commons. The Committee of Public Accounts, while not doubting that the spending of money was necessary at the time for the working of the railways, express their 'emphatic disapproval of the fact that the expenditure of this large sum for a purpose which had not been sanctioned by Parliament, was not brought to the knowledge of the Treasury at the earliest moment.' They add that they 'have learned with some surprise that it is possible for a Department to spend a sum of upwards of £1,000,000 for purposes for which Parliamentary sanction had not been asked, and that the fact of such expenditure was not immediately brought under their notice by the Comptroller and Auditor General. The unfortunate thing—unfortunate for the already discredited General—is that General Buller signed the original agreement for the transference of the control of the railways. But the recklessness did not stop with the railways. The British South Africa Company also made a nice little haul out of the public exchequer. They had their eyes wide open when the chance of turning a penny, honest or otherwise, came their way, whilst the Governmental experts had their tightly closed, and the result is the British put into the company's coffers £1,728,000 for freight, wages, supplies, and stores for the Rhodesian Field Force, which was not half earned. The report shows that the supplies and stores were landed at Beira, but for political reasons, no Imperial officer was sent to that port, and the stores were received at Marandellas 'with the marks obliterated and cases broken, and it was not possible to identify them with the Company's invoices.' The British South Africa Company repudiate any responsibility for loss, as they 'only undertook to do their best to secure a safe transit for the force and its stores through Portuguese territory.' The chances are that these two examples of wanton waste could be backed up by many others, and until the whole of the money expended has been traced, and its 'why and wherefore' ascertained, we are not going to get at the actual price of the fighting and its effects. The Store accounts are also considered extremely unsatisfactory, and it has been learned that ammunition, rations, tobacco, etc., were sent out to the front in quantities far in excess of those re-

quired. The discoveries have brought forth strong condemnation from the Committee, and all right-thinking men will agree with them in their opinion that 'the experience is another object lesson of the wastage and unsatisfactory results which must follow from entrusting the duties of the War Office in Army administration to amateur bodies, such as the Yeomanry Committee and the South African Company.' We can hope for a change soon.

LOCAL AND GENERAL.

Legislative Council.
The meeting of the Legislative Council has been postponed from Tuesday to Thursday.

Assaulted a Lukong.

A European was fined \$15, at the Magistrate's Court this morning, for assaulting a Chinese Lukong. The assault took place outside of the Hongkong Hotel on Saturday night, when the defendant knocked the Lukong's hat off.

The Yellow River.

Another branch in the enlargement of the Yellow River is reported at Lang Kao Hsien in Kansu. Many towns and villages were, of course, inundated, but, fortunately, more than 20,000 men and women were placed beyond peril.

Serious Strike Trouble.

Owing to the trouble over the non-unionist question, the Tyrore colliery at Aberdare closed recently, says a telegram from London, dated August 18. The strikers wrecked the machinery and exploded the works. A gelatine tube, with fuses attached, was found amongst the debris.

The Gymkhana.

The following is the programme for the next Gymkhana to be held on October 1—The O. S. Cup, a one mile and a quarter flat race; Hurdle Race; Ladies' Competition; Distance Handicap; The Gymkhana Challenge Cup; and a Three Furlong Flat Race.

Bank Notes in Circulation.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during August, are certified by the managers of the respective Banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	3,405,479	2,200,000
Hongkong and Shanghai Banking Corporation	11,213,911	7,000,000
National Bank of China, Limited	397,039	150,000
Total	\$15,016,429	9,350,000

Wedding at the Union Church.

The wedding of Miss I. F. Simons and Mr. G. S. Davies took place at the Union Catholic Mission in Siam, on August 23 at Bangkok. The deceased first landed in Siam in 1884. Four years later he had returned to France owing to ill-health, but he returned to Siam 18 months afterwards. He, however, had to go back to France, but was in Siam once more in 1903, where he remained, until he died.

Crown Land Sale.

At the Public Works Office this afternoon a lot of Crown land situated at Taiipo, known as Inland Lot No. 4, was submitted at auction. The purchaser was Mr. Laurence Gibbs, the original applicant, who bid \$882, an advance of \$10 on the upset price.

A Journalistic Change.

The *Southland Standard* of August 11 says:—Mr. G. T. Lloyd, who until recently was editor of the *Luton Reporter*, and a few years ago was engaged on the staff of a Southern paper, has been appointed Editor of the *South China Morning Post*, Hongkong, and sails for China on August 16.

For Damaging a Ricksha.

A European pleaded guilty, at the Magistrate's Court this morning, before Mr. J. H. Kemp, to having damaged a ricksha in the street of S. The ricksha coolie stated that he was returning the vehicle to the man from whom he hired it when the defendant stopped him and wanted to get into the ricksha. He was drunk and pushed the vehicle over, breaking the shafts. He was fined \$5, and ordered to pay \$5 compensation to the owner of the ricksha.

Wanted for Medicine.

A Chinaman, who stated that he had been a resident of Hongkong for a little over a month, was fined \$7, with the alternative of 7 days' gaol, at the Magistrate's Court this morning, by Mr. E. D. C. Wolfe, for setting up a stand in the Public Gardens. Defendant said that he wanted the place for medicinal purposes and appeared to think it strange that objection should be taken to his action.

Obstructing the Footpath.

Two Chinese laundrymen were fined \$1 each, at the Magistrate's Court this morning, for carrying a load on the footpath in Queen's Road East calculated to annoy and incommode pedestrians. The defendants were carrying two baskets full of clothes on a bamboo, and, according to Inspector Gauld, frequently used the road and should have known better. A Chinese woman was also summoned for carrying six baskets on the footpath in Queen's Road and was discharged with a caution.

Swimming the Channel.

A telegram from London, dated August 23, states that Holbein has been making another attempt to swim the English Channel. He started from Dover, accompanied by a companion named Haggerty. After swimming for an hour Haggerty was seized with cramp and abandoned the attempt. Holbein, after a determined struggle, was compelled to abandon the attempt. After being in the water for ten hours he was seized with a violent sickness and had to be taken on board the attendant boat.

Nothing Like Experience.

'One truth learned by actual experience does more good than ten experiences one hears about.' Tell a man that Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure cholera morbus, and he will most likely forget it before the end of the day. Let him have a severe attack of this disease, feel that he is about to die, use this remedy, and learn from his own experience how quickly it gives relief, and he will remember it all his life. For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Web.
Sir Robert Hart has returned to Peking from Foshan.

Mr. C. H. New has been added to the list of Authorised Architects.

The French Mail of the 10th August was delivered in London on the 9th Sept.

The Governor of Shan-tung has built a new normal college in the City of Chi-nan to be opened in the course of next month.

The N. S. W. Cricketing Association has taken the preliminary steps towards despatching another Australian Eleven to tour the United Kingdom.

The Chinese Telegraph Administration are constructing a telegraph line between Shanghai and Yankong, and the officials have been instructed to properly protect it.

There were 220 European and 71 Chinese visitors to the City Hall Library, 79 European and 1,915 Chinese visitors to the Museum during the week ending September 11.

Since the plague outbreak there have been 429 cases in the Colony, 484 of which were fatal. During the week ending the 10th there were three cases, all of which were fatal.

The tenure of Augusto Correira d'Azavedo has been added to the Register of Medical and Surgical Practitioners qualified to practise Medicine and Surgery in this Colony.

The highest reading of the thermometer during August was 90 degrees on August 18, and the lowest was 72.9 degrees on August 11. The mean temperature for the month was 80.8 degrees.

Lieut. Gilson, 1st Sherwood Foresters, has been granted six months leave on medical certificate, to Australia. This popular officer has been suffering considerably of late from ill-health, says the P. and T. Times.

The French are engaging twelve thousand coolies in North China to work on the railway to Yun-nan. The exodus of coolies now in progress is having a considerable effect on the Tientsin labour market, country hands coming in to replace the skilled men.

The following gentlemen have been appointed to the Board of Examiners, under the Pilot's Ordinance:—The Assistant Harbour Master, the Commander of the Naval Yard or the King's Harbour Master of H. M. S. *Tenar*, T. P. Hall, S. Melrose, and F. A. Brown.

A great discussion is said to be taking place in the Chinese Palace at Peking as to whether civil officials shall adopt foreign style of dress and military officials the German uniform, and whether the students and soldiers shall not cut the queue. All the officials above fourth rank and the Palace attendants will be required to change if this is carried.—P. and T. Times.

The Rev. P. T. Gonnevoise, of the Roman Catholic Mission in Siam, died on August 23 at Bangkok. The deceased first landed in Siam in 1884. Four years later he had returned to France owing to ill-health, but he returned to Siam 18 months afterwards. He, however, had to go back to France, but was in Siam once more in 1903, where he remained, until he died.

At the Public Works Office this afternoon a lot of Crown land situated at Taiipo, known as Inland Lot No. 4, was submitted at auction. The purchaser was Mr. Laurence Gibbs, the original applicant, who bid \$882, an advance of \$10 on the upset price.

The *Southland Standard* of August 11 says:—Mr. G. T. Lloyd, who until recently was editor of the *Luton Reporter*, and a few years ago was engaged on the staff of a Southern paper, has been appointed Editor of the *South China Morning Post*, Hongkong, and sails for China on August 16.

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BY TELEGRAPH.

THE RUSSO-JAPANESE WAR.

THE COST OF VICTORY.

Japanese Casualties.
[JAPANESE OFFICIAL TELEGRAMS.]
Tokyo, September 11.

Our total casualties at Liangyang since the 26th August, were estimated at 17,539, whereof on the right were 4,866, on the centre were 4,092, and on the left were 7,681.

Officers killed were 136 and wounded 404.

FURTHER JAPANESE SUCCESS.

Enormous Russian Losses.

Russians Cross the Sun River.

Tokyo, September 10.

Marshal Oyama reports that the Japanese Right occupied Yentai Colliery and Yumetz Hill after the fighting on the 4th and 5th instant.

He is informed that the Russian main force retired north of the Sun river.

Native reports were to the effect that over ten thousand killed or wounded Russians were sent away by train.

The Japanese buried over three thousand Russian corpses that were left behind.

Before leaving, the Russians set fire to the magazines near the station, but the pursuing Japanese captured immense quantities of provisions and ammunition.

[REUTER'S SERVICE.] THE BALTIC FLEET.

London, September 9.

Reuter's correspondent at Kronstadt wires, that the *Tsar* yesterday inspected each ship of the Baltic fleet, which is expected to sail on Saturday.

THE RUSSIAN SEIZURES.

Russia has agreed to pay an indemnity to the owners of the *Eltrichdale*.

TO DESTROY THE 'NOVIK.'

A St. Petersburg official statement says that the Japanese paid a visit to Korskovsk on the 6th instant, and placed mines for the *Novik*; the Russian fire, however, prevented the Japanese from exploding them.

RUSSIAN COAL FOR MANILA.

In the last three or four months between 400,000 and 500,000 tons of coal have been purchased in Cardiff for the Russian Government; a large quantity is now on the way to Manila, to which port it is consigned. It is stated that 110 shillings per ton has been paid for coal for Vladivostok.

THE RETREAT FROM LIAOYANG.

London, September 10.

Reuter's correspondent at Mukden wires that the retreat has been successfully accomplished; the Japanese have failed to utilize the serious plight of the Russians, being probably fagged out. The accumulation of wounded between Liangyang and Mukden taxed the Red Cross to the utmost. The Russian Commissariat, formerly deplorable, worked magnificently. The millet to which the Russians are not accustomed proved an inestimable ally to the Japanese who owe thereto some of the principal Russian reverses.

News from Port Arthur.

Cebu, September 5.

A native junk which left Yangtze-wang on the 3rd instant towards the evening reports that lately the Japanese army is cannonading very heavily near Chonghwang district, which is situated at the eastern end of the town of Port Arthur and in front of which place there is a fort.

At the direction of Suizyong there has been severe fighting going on daily. On the top of a mountain about two Chinese li north-east of Yangtze-wang there are many Japanese. When the junk left, cannonading had been heard even at midnight.

Another native junk which left Moyang-cheng at 6 p.m. of the 3rd instant reports:—

Cannonading is heard daily at Port Arthur and the fighting near Suizyong is of the most severe and desperate nature. Either on the 28th or 29th August the Japanese occupied Chonghwang near Haino Changkw (about 4 or 5 Chinese li east of Port Arthur and 5 Chinese li south-west of Takushan) but abandoned the place afterwards. The Japanese occupied Aishan(?) on the 25th August.

The No. 5 and 6 forts had been destroyed but the Japanese do not occupy them, though Takushan had once been occupied by the Japanese yet they had abandoned the forts on the 24th or 25th August, and since that time the Russians are again in the fort. The Japanese are at present at Fonghu-shan and Suizyong on the north and at the south of Yangtze-wang on the west. From 8 a.m. of the 3rd instant, there was fighting near Suizyong and the Russian powder magazine on the west had been exploded by the Japanese shells.

When the junk left Moyang-cheng cannonading had been heard till midnight. The junk passed to the east of Chonghwang island many Japanese warships had been sighted showing search lights. Near Moyang-cheng and Yangchiang there were a small number of Russian soldiers garrisoning the place.

News from Dainy.

Tokyo, 5th September.

36 junks which had been captured by the Japanese on the 25th August are now at Dainy. The junk had 5,000 chickens, 800 pigs, 67 or 68 cattle and large quantities of

spirits, wines, tinned provisions and bread on board. The Japanese confiscated all this cargo for the use of the army. Sixteen Russian steam launches which had been sunk by the Russians near the piers at Dainy have been repaired and are now in use. The steamer which had been sunk near the dock is now under repair.

A French Steamer Seized.

Tokyo, 3rd September.

The French Steamer *Georg*, which tried to break through the Japanese blockade and to proceed into Port Arthur carrying contraband aboard, has been confiscated after due trial at a Prize Court, and the Captain of the French steamer and 25 of a native crew have been released and sent away to their respective homes.

The Russians Retreating.

Chunow, 6th September.

On the 4th instant the Japanese army forming the right wing pursued the Russians who were retreating northward, and the Japanese occupied the railway station at Yentai as well as the mine there. From the 3rd instant the Russians are daily meeting the Japanese scouts, but they are simply retreating towards the north without showing any resistance against the Japanese.

The New Russian Position.

Chunow, 6th September.

General Kuropatkin, having lost Liangyang and seeing Moukden is not in a place to defend, is now at Fushing, where he keeps a large number of his forces and has commandeered the native residences extending over an area of seven Chinese li in circumference, and the Chinese workmen are busily engaged in building forts and entrenchments.

[REUTER'S SERVICE.] RUSSIAN MINISTER OF THE INTERIOR.

London, September 9.

Prince Sviatopolk Mirski has a reputation for humanity and enlightenment. His appointment is considered a defeat of the Reactionaries.

THE STRIKE AT MARSEILLES.

Notwithstanding the decision to abandon the strike at Marseilles, a hitch has occurred and the negotiations continue.

THE TIBET EXPEDITION.

London, September 10.

Reuter's correspondent at Lhasa wires that a treaty was signed on the 7th instant.

Copper Mining.

The copper mint at Nanking can turn out a few more than 1,000,000 coins per day and the annual profit is Ts. 350,000, a third of which is put aside to defray expenses of education and the other portion will go to meet the heavy military outlay in Kiangsu.

Raising Funds for a Railway.

Some of the wealthy gentry of Hunan have obtained permission to construct the Hsiang-Hai or Hunan-Hankow railway. The capital was to be enlisted among Chinese merchants and officials at Ts. 100 per share at 67 per annum, but it is said that owing to the difficulty of obtaining funds the promoters are consulting the Government as to collecting twelve cash more on every piece of rice produced in the province, giving Ts. 800,000 per annum.

M.P.'s Gambling Losses.

'You know now that you were living beyond your income, and that for the past two years you have been living recklessly, gambling and speculating on the Stock Exchange.' This was a question put to Mr. J. A. Fyler, ex-M.P. for Chertsey, and answered in the affirmative in the London Bankruptcy Court on July 1st. Mr. Fyler was only elected in March last year, and resigned his seat recently in consequence of his bankruptcy. His total liabilities are £27,530, and assets £5,528. Mr. Fyler attributes his failure to Stock Exchange losses amounting to £14,000, betting losses £1,600, heavy interest on borrowed money £3,373, and also to expenses in connection with his election. He stated that he had been attending race meetings since he left Oxford in 1870, but only started speculating on the Stock Exchange a year ago. The debtor hopes to pay 10s. in the pound.

The Parisian Dressmakers.

The competition of German dressmakers by the use of piratical methods, is causing some consternation in Paris. The important Paris dressmaking houses, which enjoy a universal reputation as the creators of fashion, and which do a very large export trade, especially with North America, have of recent years suffered severely at the hands of rival German houses. It is alleged that the German firms, 'proliferating by the cheap labour to be obtained in their country, have been in the habit of visiting Paris at the commencement of each season, and purchasing an specimen of all the new creations. They have then flooded the markets hitherto supplied by Paris with innumerable copies of this or that firm's design, and have considerably undermined the Paris houses. Fourteen of the great Paris dressmaking establishments have now entered into an agreement to stop this competition. They state that owing to the growing custom of copying their models, and being desirous of protecting their own productions, the 'Winter' models for 1904 not be shown until after August 15, and that deliveries will not be commenced until September 7 for America, and September 15 for other countries. Consequently, foreign dressmaking and millinery firms are warned that models imported or shown abroad before September 15 cannot belong to the 'Winter' collection of 1904 of the houses signing the circular.

COULD SOARINGLY WALK.—Mr. G.

S. Purton, a resident of Kyneton, Victoria, Australia, says: 'Some time ago I was afflicted with severe pain and stiffness in my legs, which affected me so that I could scarcely walk, when I was recommended to try a bottle of Chamberlain's Pain Balm by our local chemist, Mr. Stradwick. I have used it once a day since, and have experienced wonderful relief. I am indeed grateful for the good it has done me and shall be happy to recommend Chamberlain's Pain Balm to anyone suffering from a similar complaint.' For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

DURING the visit of the British Association

to Cambridge in August 2900 members will go to Sandringham to inspect the various places of interest on the estate. They will be provided by the King.

CORRESPONDENCE.

TO 'C.D.'

Dear C.D.—Are you a sportive young bachelor, or a religious old king that you lugubrious and derisive solemn truth? Did it hurt you to read in the intercepted, or, as you call them, "Intercepted" Letters, of the life that we lead, or are you so lost in the phases, it will be of interest to you, more at least, than your writing. You'll deserve, truly, the homelick, but don't worry, as I'll pay for the sacrificial cock.

Hongkong, September 12.

HONGKONG RIFLE ASSOCIATION.

There was again a good attendance of shooting members at the Range on Saturday, and in spite of a strong wind, was particularly noticeable at the 400 yards range, some good scores were made. We congratulate Mr. K. H. W. on his success.

Secretary, Hongkong Rifle Association.

	200	400	600	800	Total
Mr. K. H. W.	26	24	22	12	84
Mr. J. H. W.	22	20	18	10	70
Mr. L. H. W.	20	18	16	8	62
Mr. M. H. W.	18	16	14	6	54
Mr. N. H. W.	16	14	12	4	46
Mr. O. H. W.	14	12	10	2	38
Mr. P. H. W.	12	10	8	0	30
Mr. Q. H. W.	10	8	6	0	24
Mr. R. H. W.	8	6	4	0	18
Mr. S. H. W.	6	4	2	0	12
Mr. T. H. W.	4	2	0	0	6
Mr. U. H. W.	2	0	0	0	2
Mr. V. H. W.	0	0	0	0	0
Mr. W. H. W.	0	0	0	0	0
Mr. X. H. W.	0	0	0	0	0
Mr. Y. H. W.	0	0	0	0	0
Mr. Z. H. W.	0	0	0	0	0

Winners of prizes.

THE KWANGSI REBELLION.

A Tientsin telegram dated 5th Sept. says that the government has ordered an important wire saying that the Kwangsi rebellion has entered the border of Kwangchow and Ningwei in Yangtze province and the rebels are in the hands of the rebels and a Captain and lieutenant responsible for the defence had been ordered to be punished with death by an Imperial decree.

It is reported in native official circles that a portion of the Kwangsi rebels had entered Hunan in the province of Hunan, and General Tu Yun-chin's army are defending themselves there against the rebels (Huang Kiang is near to Chien yang, while Yuan chow is next to Lichow of Kwangsi).

Brigadier General Pan Chin-kwei of Kwei-chow had been ordered to proceed to Kwangsi province according to the memorial of Li Ching Yi, the new governor designate of Kwangsi but as the rebels have entered Kwei-chow the order has been countermanded and he is ordered to remain in Kwei-chow instead. — *Natural Gazette*.

The Universal (Gazette) states on August 14th that the Kwangsi troops attacked the rebels and they fought all day. On the 15th after three hours' fighting the rebels entered Szechuan. Three days later the troops again attacked them, killing many and capturing some. The rebels believed to be killed. The Government troops are besieging the city of Szechuan while others are fighting the rebels at Hwaiyuen.

CHINESE CREDULITY.

Somewhat of a sensation was caused in the city about noon on Saturday, which tends to show how easily the uneducated Chinese can be made to believe even the strangest of tales. A rumour had for some days past been current to the effect that a Chinaman who had returned to Hongkong from abroad, with plenty of money, had been murdered in a house of ill-fame, some even saying that he had been cut up into little pieces, and that his body had been disposed of in a bucket.

The report was made by a woman, who lived in a house in Gough Street. The story was found to be groundless when investigated by the police and the house was proved to be a safe brothel. In this place it was also found that the man who was said to have been murdered had passed some time and it was while he was there that the report originated. On Saturday morning a number of arrests were made by the police in connection with several houses of ill-fame, and it was decided to banish the offenders. Prior to banishment four of the women were allowed the privilege of going to their respective places to fix up their affairs. Their appearance in the town, accompanied by a fresh scare. A crowd quickly collected and some one shouted that the women were about to be put in the stocks, and to protest against this a large crowd, of the coolie class, assembled outside the door at the Central Police Station. They gathered together in the compound and although warned to disperse by the police refused to do so. Several officers were sent out to quieten the crowd and as they were unable to do so were ordered to arrest the women. This they did and six men were taken into custody, and even after this it was some time before the compound was cleared. The men were brought before Mr. J. H. Kemp, at the Magistrate's morning court, charged with behaving in a riotous manner, and were fined \$4 each, with the alternative of ten days' imprisonment. The rumour is needless to say, was untrue and originated in consequence of the police having obtained orders of banishment against a number of Chinese women who had been recently before the Court. This rumour reminds one of the supremely ridiculous story that was circulated some years ago when it was said that children were being killed by Europeans to be placed in the foundations of the Taitan Reservoir.

THE IDEA which some people have that chronic diarrhoea is incurable is a mistake. Dr. Williams' Pink Pills not only give immediate relief but will effect a permanent cure. It never fails and is pleasant to take. For sale by All Dealers. WATSON & CO., Ltd., General Agents.

The most costly tomb in existence is that which was erected to the memory of Mahomet. The elements and rubies used in the decorations alone are valued at \$2,000,000.

PARALYSIS OF THE RUSSIAN SHIPPING TRADE.

Reports from most of the manufacturing areas in Russia state that the output is being limited. Factories are struggling on a half-time, and hands are everywhere being discharged for want of orders. In consequence of the war and the Japanese command of the Pacific, the trade of the leading Black Sea ports with the Far East by sea has been temporarily abandoned by the Russian flag. The Russian shipping lines which came into existence as a result of the introduction of the Flag Law of 1911 are now completely idle, and the ports of Vladivostok, Shanghai, and Singapore are deserted.

In the terms of that extraordinary law, which was sponsored in the main by the Grand Duke Alexander Mikhailovich, Vladivostok, thirty-six days' voyage from the Black Sea by a steamer of thirteen knots speed was arbitrarily converted into a Russian coasting trade. As the natural and foreign competition, several new Russian shipping services were immediately inaugurated between Russian home ports, principally the Black Sea ports, and the Far East. The Russian Steam Navigation and Trading Company, and the Northern Shipping Company came into being solely as the result of this law. As for the Russian Volunteer fleet, the leading subsidised shipping concern under the aegis of the Russian Government, it is a still more Russian Government, it is a still more Russian Government, it is a still more Russian Government.

The Russian shipping trade with China is especially suffering very seriously in consequence of the enforced idleness of the Volunteer fleet. A high authority informed me recently that in spite of other competition of the railway to the Far East, the Russian shipping business was still able to secure the chief share of the China-Russia trade, their quota of which amounted in 1902 and 1903 to close on two hundred million pounds. When that amount of ships, carried back to Russia by the ships of the new line referred to, is also taken into account, an idea may be gained of the loss sustained. Russia's shipping trade with the Far East was her only "foreign" shipping trade of any importance, and its present paralysis constitutes not the least serious blow dealt to Russian trade by the present war.

The important thing about the above so far as Russia is concerned (adds the *Singapore Free Press*) is Russia's definition of "coasting trade." It is now open to us, if, and when we like, to define as coasting trade any attempt on the part of foreign ships to carry cargo and passengers to the Far East between Penang, Aden, Colombo, Penang, Singapore, and Hongkong. The precedent is a useful one and it should be noted for future reference.

FREIGHT CIRCULAR.

Messrs. Lamke and Rogge report in their freight circular of Saturday:—

The market has again witnessed a fair amount of activity during the past fortnight and rates of freight are well maintained. A pretty large business has once more been transacted, both locally and in the northern market, and a very strong demand for tonnage continues to prevail.

Chartering operations from Saigon to this port have remained on a rather small scale and only a few settlements are on record. The rate of freight has advanced to 18 cents per ton, but this improvement has so far failed to influence a larger business, steamers being still able to find employment in other directions on more advantageous terms.

From Saigon to Philippa, ports, as indicated in last circular, a fair demand has sprung up, resulting in several charters of medium sized boats ranging from 27 to 70 tons per picul, a salaried carrier having been able to procure the advanced rate of 25 cents per picul for Oahu. There is further enquiry, chiefly running for steamers of small size which have, however, become extremely scarce.

From Saigon for Java ports, no chartering is reported as yet, but a large amount of tonnage is pretty certain to be wanted next month, as large contracts are said to have been made.

Fairly numerous enquiries for steamers to load at Saigon for Japan have not been responded to, at least not locally, partly owing to the extreme scarcity of tonnage and partly to the consequence of proportionately better rates having been obtainable from this port. Saigon was effected locally on basis of 30 cents per picul for Kobo and 35 cents per picul for Yokohama.

From Java to this, further enquiries, in the absence of suitable tonnage, could not be responded to, as rates are unchanged, viz. 30 cents per picul.

As regards Newchuan business, no fresh demands have been traceable so far for either Amoy, Swatow or Canton; large quantities of Beans and Beanscows are however accumulating in the interior and the present aspect of hostilities being such that the cargo traffic is not likely to be interfered with, the outlook for the autumn season would seem to be sufficiently good.

After a rather lengthy period of inactivity, a fresh coal business has come to pass from Japan to this at \$2 per ton, loading at Moji, a small carrier local market is now at \$2.25 per ton. The local market is however not very firm and it is doubtful whether rates in this direction will be well maintained. For Singapore, no fresh figures are reported locally.

Hongkong to this, a Charter has been drawn at the improved rate of \$2 per ton. On monthly terms, the volume of business has once more been a large one and business, as before, has been paid for special business, to trade principally in the North. In Shanghai, every available steamer has been placed in the market being literally drained of tonnage and the demand still continues.

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The world's railway mileage, according to latest figures, is 401,120 miles, which total North America possesses 221,097 miles. More than half has been built since 1880.

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THE TIBET EXPEDITION.

LHASA, August 21, via Gyantse, August 24.—The Tongpa Penlop visited Colonel Youngblood to-day, and expressed a hope that Tibet might join with Bhutan and Nepal in friendly relations with Great Britain. Supplies are coming in regularly. All monks, by order of the To Rinpoche, have been confined in their monasteries since the outbreak of the war on the 18th. The prospects of a settlement seem more hopeful.

ALABAMA, August 25.—It is understood that reconnoitering and survey parties will continue to be sent out in the neighbourhood of Lhasa in order that accurate information regarding the surrounding country may be obtained.

SINAI, August 25.—The following telegram has been received from General Macdonald, dated Lhasa, 5 a.m., August 18: On the 15th we reconnoitered the Kichu river for crossings and forries. The river here is about a hundred yards wide at its narrowest, but is generally split up into several channels fifty to eighty yards wide and is unfordable anywhere, the wide and is unfordable anywhere, the wide and is unfordable anywhere, the wide and is unfordable anywhere.

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the 25th and 27th. Rain has ceased and the climate is pleasant. Both the wounded officers are doing well. A telegram from General Macdonald, dated Lhasa, August 21st, 5 a.m., says: On the 18th a lama savagely attacked two unarmed medical officers, Captains Kelly and Cook-Young, I.M.S., at the entrance to the camp with a sword, slightly wounding the former on the hand and severely wounding the latter on the head. The man was captured. He said he belonged to Amdung in Western Tibet and had no connection with the local monasteries, but came with the intention of killing. He was armed with a sword and dagger and clad in a coat of mail under his robes. The case is thought to be one of isolated case of fanaticism. The 10th instant I reconnoitered to Penang Ganga. There were no signs of any gathering. The Nepalese Resident reports a further dispersal of Tibetan soldiers. The Terapung, now the leading troops in Lhasa, called at the camp on the 18th. On the 20th the minimum temperature here at night is now 30 degrees. The weather improving and the Brahmaputra is going down.

WHO OWNS DALNY? A Russian Subterfuge. Writing from the Liaoning Peninsula on August 10, a correspondent to the *Kohu Chronicle* says:—I find there is one thing which I can now write without venturing into indiscretion. It is the question who really owns, and what will become of, the land in and around the port of Dalny. This is sure to cause much discussion and criticism among jurists and statesmen at the conclusion of the war.

To all appearances outwardly the Russian Government stands aloof as if unconcerned. It was the Eastern Chinese Railway Company—that most mysterious organisation—that bought in 1899 from the Chinese the right of ownership of the land in that neighbourhood. The tract thus purchased covers 75 square versts, with 25 villages and the highest price paid was 100 rubles 10 per cent (a small sum for the land). The highest price paid was 100 rubles 10 per cent (a small sum for the land). The highest price paid was 100 rubles 10 per cent (a small sum for the land).

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BY WHARF AND WAVE.

The American gunboat *Ocelot* left to-day for Canton.

The four-masted barque *General Gordon*, which put in at Sydney, N.S.W., in distress at midnight on July 4, has been repaired. The *General Gordon* met with very heavy weather soon after sailing from Melbourne with a cargo of 21,023 bags of wheat for Queensland. She lost all her sail, and the No. 4 hatch was stove in by the gigantic seas which were shipped, and part of the cargo was damaged by water.

The German mail steamer *Prinz Sigismund* arrived at Pinkenba, Queensland, from Singapore, via the islands of the Great Archipelago, on August 11, with eight survivors of the British ship *Alphard*, which was lost near Newcastle to Samarang. The *Alphard* struck an unknown reef near German New Guinea and sank. The crew took to the boats, and the *Prinz Sigismund* rescued one of them. Three of the boats, with 16 occupants, are missing. It is supposed that the unfortunate men have been drowned or have been eaten by the natives.

A small boat, named the *Urad*, four days out from Alesund, Norway, and bound for New York, arrived at Bala Sound, Shetland, on August 11. The owner, master, and designer is Mr. Brundis, and there was a crew of three men on board. The craft, 18 ft. long, was built of steel at Alesund. It is egg-shaped, with one mast and a lug-sail, keel, and centre-board. She is provisioned for six months, and has proved a good seagoing craft, making six knots an hour on the passage. It is the intention of the adventurous Norwegians to attempt to cross the Atlantic.

The Italian ship *Ascensione*, which put into Sydney, N.S.W., in distress in June 27, while bound in ballast from Port Elizabeth to Tai Tai, left on August 11. It will be remembered that the *Ascensione* passed through a perilous experience in a terrific hurricane, encountered off St. Paul Island, and the vessel was hoisted to the masts by the crew. Temporary repairs were carried out by the crew, but when the conditions moderated the master resolved to run to Sydney, in order that permanent repairs might be effected.

The Acting Deputy Coast Inspector at Shanghai reports that the Commanding Officer (Commander) reports the existence of a small boat in the approach to Amoy Harbour, with Chapel Island bearing S. 8° E., distant 6.1 miles, and Chin-hai Point (S.E. point) bearing N. 37° W., distant 4.6 miles. The least water at present obtainable is 3 fathoms at low water, and 4 fathoms at high water. Some of the crew were blown off in the air; all, however, escaped. A boat of small extent, with Quomo Fagada bearing N. 17° E., distant 6.1 miles, and Taitan Lighthouse bearing N. 47° W., with 4 fathoms at low water of spring tides. All bearings given are magnetic.

A stirring account of a fire on shipboard comes from San Francisco. The three-masted American wooden barque *Fannie* suddenly burst into flame whilst lying at one of the wharves there, and on the eve of sailing. The vessel was loaded with oil, coal, and other combustibles, and for a time endangered the wharf, and adjacent shipping. She was subsequently cast adrift in the bay, and for a long period belched kerosene drums in flames, and other discharges of fire. The vessel was eventually blown off in the air; all, however, escaped. A boat of small extent, with Quomo Fagada bearing N. 17° E., distant 6.1 miles, and Taitan Lighthouse bearing N. 47° W., with 4 fathoms at low water of spring tides. All bearings given are magnetic.

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Shipping.

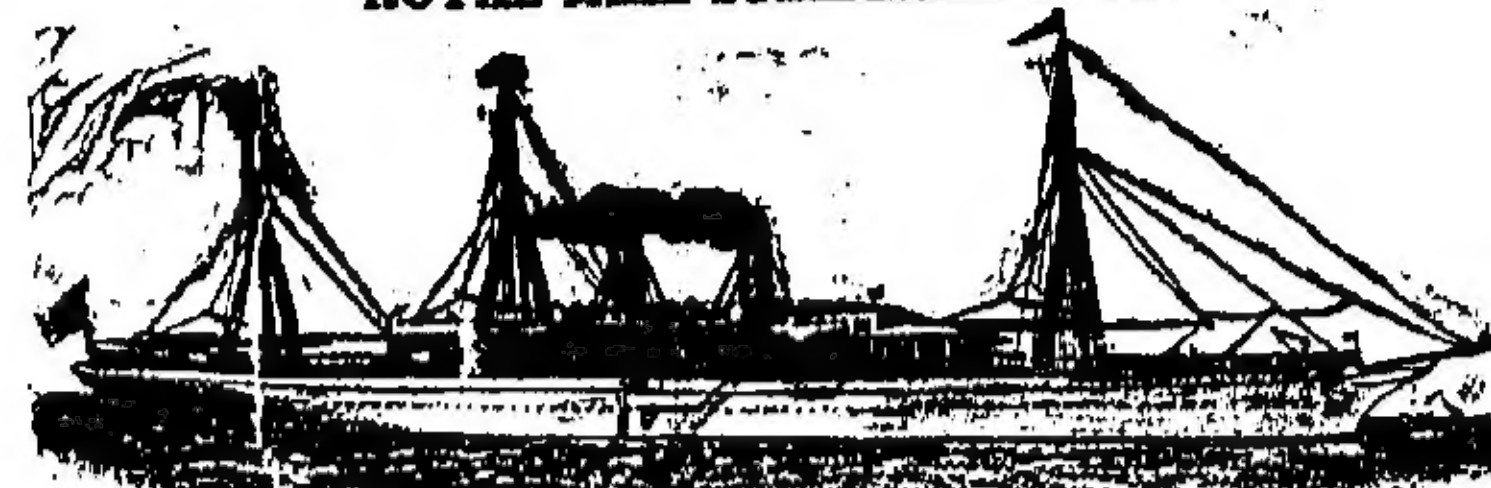
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FOR	STEAMERS	TO SAIL ON	REMARKS.
YAMA, Via SHAI, MOJI & KOBÉ (passing through the INLAND SEA).	Manila H. G. H. LAWELLIN R.N.R.	About 18th September.	Freight only.
SHANGHAI.	Malta C. L. DANIEL	About 22nd September.	Freight and Passage.
LONDON, &c.	Nubia F. N. TILLARD	Noon, 24th September.	See Special Advertisement.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, September 10, 1904.

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VIA CANADA AND THE UNITED STATES.
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SAFETY—SPEED—PUNCTUALITY.
Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
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R.M.S. EMPRESS OF JAPAN 6000 TONS..... WEDNESDAY, Sept. 21, 1904.
R.M.S. ATHENIAN 3882 TONS..... WEDNESDAY, Oct. 12.
R.M.S. EMPRESS OF CHINA 6000 TONS..... WEDNESDAY, Oct. 18.
R.M.S. TARTAR 4420 TONS..... WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA 6000 TONS..... WEDNESDAY, Nov. 16.Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.
Intermediate on Steamers, " " " " £40, " " £42.
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THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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D. W. CRADDOCK, Acting General Agent, Hongkong, August 10, 1904.PORTLAND AND ASIATIC
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STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
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Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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Hongkong, September 12, 1904.

OSAKA SHOSHEN KAISHA.

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BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Sept. 14, at 10 a.m.
TAMSI, Via SWATOW AND AMOY.	M. STRUVE	SUNDAY, 18th Sept., at 10 a.m.
ANPING, Via SWATOW AND AMOY.	PROVIDENCE	WEDNESDAY, Sept. 21, at 10 a.m.
TAMSI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 25th Sept., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been retained instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

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T. ARIMA, Manager.
Hongkong, September 12, 1904.NORTHERN PACIFIC LINE.
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Steamers.	Tons.	Captains.	To Sail.
PLEIADES	3758	Purinton	About Sept. 17.
SHANWUT	3606	W. M. Smith	About Sept. 24.
TRENTON	3606	T. W. Garlick	About Oct. 1.
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The twin-screw s.s. Shamout and Tremont have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundries. Cargo carried in cold storage.

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FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PIROUSSE	14th September.
GLASGOW AND LIVERPOOL	ACHILLE	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	14th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	11th October.
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Hongkong, September 12, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TRANS	13th September.
KOBÉ	CHINCHU	15th September.

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+ Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
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N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.For Freight or Passage, apply to
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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.CHINA AND MANILA
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Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	Sept. 17, at 10 a.m.
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S.S. COURTFIELD	...	" J. W. MARTIN.
S.S. ORANLEY	...	" W. E. STEELE.
S.S. IKBAL	...	" M. ROBERTSON.
S.S. ASOT	...	" C. E. GOS.
S.S. TWEDDALE	...	" T. M. WILKE.
S.S. LUTHIAN	...	" J. G. WILLIAMSON.
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THE Steamship EASTERN,
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This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
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COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUEBOTS-POSTE FRANÇAIS.
FOR SHANGHAI, KOBÉ AND YOKOHAMA.THE Company's Steamship AUSTRALIEN,
Captain VERNON, will be despatched for the above ports on or about WEDNESDAY, the 14th Inst.G. DE CHAMPEAUX,
Agent.

Hongkong, September 12, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship HUDSON,
will be despatched on or about THURSDAY, the 15th September, 1904.
For Freight or further information, Apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.
Hongkong, August 12, 1904.REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

Via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	TO SAIL.
ATHOLL	About Sept. 16.
SAGAMI	About Sept. 30.
HINDUSTAN	About Oct. 8.

For Freight and further information, Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, September 7, 1904.

AUSTRIAN NAVIGATION
LLOYD'S STEAM COMPANY.STEAM FOR
TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ AND
PORT SAID.

(Taking cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship AUSTRIA,
Captain COLLEDA, will be despatched as above on FRIDAY, the 30th Inst., p.m.
For information as to Passage & Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, September 2, 1904.STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, FLYMOOTH AND
LONDON.

Through Bills of Lading issued for DATA VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NUBIA, Captain F. N. TILLARD, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Himalaya, 4,938 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 6th November, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, September 10, 1904.

HONGKONG-MACAO
LINE.S. S. 'WING CHAI',
Capt. S. S. YU, will be despatched for DEPARTURE from Hongkong on Sunday days at 7.30 a.m.; Excursion on Sunday days at 8.30 a.m.; from MACAO week days at about 2 p.m., Sundays at about 7.30 p.m.
FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$1. 2nd class \$1. 3rd " 50 Cents.
On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including "dinner and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.
What—At the Western end of Wing Lok Street.
The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Macao.MING ON & CO.,
2nd Floor, 16, Victoria Street,
Hongkong, September 7, 1904.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES
Extracted from 'THE CHINA MAIL',
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Macao, Kowloon, Hongkong, Shanghai,
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Shipping.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship EASTERN,
Captain McARTHUR, will be despatched as above on SATURDAY, the 17th September, at Noon.This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 27, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUEBOTS-POSTE FRANÇAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.Also
PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 p.m., the Company's Steamship ERNEST SIMONS, Captain BOURDON, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for Marseilles, Via Ports of Call, Without Transshipment.

This Steamer connects at Colombo with the Australian Line s.s. Nera bound for Marseilles via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, September 7, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer KWONG OW, 1,309 tons, Captain J. P. MARTIN, KWONG TUNG, 1,338 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have an excellent accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey, \$4.00 Meals. The Company's Wharf is a short distance West of the Harbour Master's Office, SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904.S I E N T I N G,
Surgeon Dentist,
No. 14, D'ARQUILLAS STREET.TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900.

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THIBET, COREA AND JAPAN,
Illustrated by the SOCIETY of the
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II.—T'ien Tse Man.
Translated into English
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CHINA MAIL OFFICE 5 Wyndham Street.

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Library communications should be addressed to the Editor. Business communications to the Manager. Cheques and Post Office Orders in favour of MANAGER, 'Bangkok Times'.
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5, Wyndham Street.

Notices to Consignees.

PORTLAND & ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP ARAGONIA.

FROM PORTLAND (OR), YOKOHAMA, KOBÉ AND MOJÍ.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

This Steamer also brings on the Hongkong Cargo ex the s.s. Arabia.
Cargo, including the discharge of the Vessels will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.ALLAN CAMERON,
General Agent,
Hongkong, September 9, 1904.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER BENGAL.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. India.
From Australia, &c., ex s.s. Chitra.
From Ceylon, &c., ex s.s. Falgout.
From Penang, &c., ex s.s. B. L. S. N. and B. and P. S. N. Co's steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.
Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, September 9, 1904.

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

